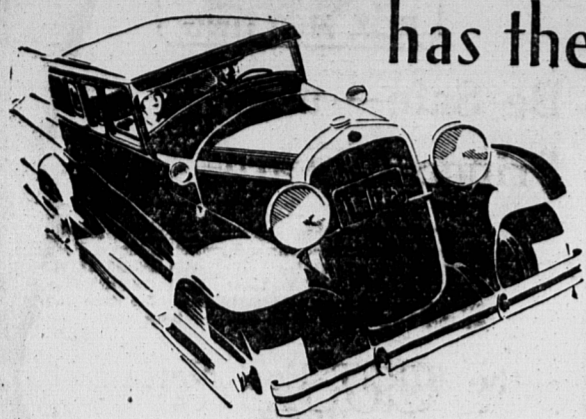


ESSEX THE CHALLENGER



has the right to dare!

Challenging Variety at our Color Show

Come see the beauty and variety which Essex offers at no extra cost. In every other way open to proof Essex has proved its right to dare. It challenges the performance, the style, the luxurious comfort of any car at any price. No other gives you back so much for every dollar you put in.

A Big, adult-size "Six." Fine to look at. Roomy and comfortable. A SUPER-SIX motor—challenging up to 70 miles an hour.

Hydraulic shock absorbers, 4-wheel brakes, radiator shutters and air cleaner are standard.

Add up yourself the \$100 in "extras" that Essex provides at no extra cost.

Your present car will probably cover the entire first payment. The H. M. G. Purchase Plan offers the lowest terms available on the balance.

A Wide Choice of Color AT NO EXTRA COST

\$1115

AND UP Delivered.

Gaudet Bros.

Dealers for Prince Edward Island

SWIM-GRAMS

The Hon. Secretary-Treasurer of the Province of Quebec, section of the Royal Life Saving Society has written the following brief suggestions to be communicated to summer swimmers:

Don't swim after eating. A fish can, but you're no fish.

Don't swallow water when in difficulties. You're no whale.

Don't stay long in cold water. A walrus has an extra layer of fat. You're no walrus.

Don't park on icebergs or in cold winds. You're no polar bear.

Don't fake sinking. Friends may ignore your real one.

Don't touch bottom in unknown depth. Some obstacle may hold you tight.

Don't swim to Australia. There are no tourist rooms on the way.

Don't undertake to dazzle spectators with fool stunts. The undertaker may close the last act.

"Got a sweetheart yet, Lil?"

"Yes, and he's a regular gentleman."

"You don't say so."

"Yes, and he took me to a restaurant last night and poured his tea into his saucer to cool it; but he didn't blow it like common people do—he fanned it with his hat."

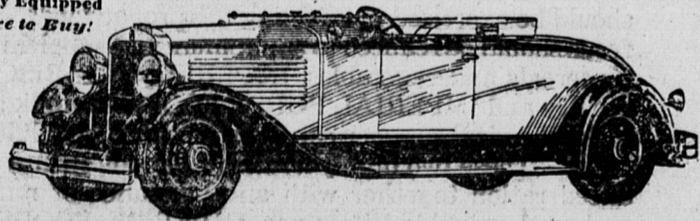
NASH 400

LEADS THE WORLD IN MOTOR CAR VALUE

400 Special Six Roadster

\$1860

Delivered, Fully Equipped Nothing More to Buy!



IN STYLE, PERFORMANCE AND PRICE - the pick of the roadsters!

FOR the open car enthusiast, Nash builds a roadster that makes all others second choice.

This new Nash "400" has the style, the finish and the sparkling performance that you customarily expect only from roadsters far beyond its extremely moderate price.

The motor is the new Twin-Ignition type which Nash engineering has developed to add exhilaration and economy to motoring. Twin-Ignition means more power, more speed with less gasoline.

Next year's open car fashion is forecast in the finish of this charming "400." The upholstery is pigskin, with a big disappearing arm rest in

the center of the front seat and arm rests on either door. The "400" roadster seats its passengers low, with only head and shoulders visible. Wheels are wire, with big heavy duty spokes, oversize hubs and chromium-nickel rims.

And the "400" Roadster is fully equipped, at the price quoted above, with every fine car accessory, including Lovejoy hydraulic shock absorbers, Bijou Centralized Chassis Lubrication, chromium-nickel bumpers, spare tire, tire lock and tire cover.

It's new, it's smart and it is lower priced than any other roadster which remotely compares in style, quality and performance. See it before you buy your Roadster.

Delivered, Fully Equipped Price Range of 23 Nash "400" models \$1270 to \$3200 includes Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Model

NASH MOTOR SALES CHARLOTTETOWN AND SUMMERSIDE

The Car Owner's Scrap Book

By G. W. Donald

Causes of Overheating

It is not always the cooling system which is at fault when the motor becomes overheated. There are many other things that can produce the same trouble. It may be due to a too rich carburetor mixture, for if the mixture contains too much gasoline vapor it will burn slowly and has more heating properties without producing a proportionate increase in power. This is not the case with a mixture that is of proper proportions or one that has an excess of air. When the combustion is not perfect there is a loss of power and the surplus heat liberated by each explosion must be absorbed by the cooling system.

Another cause of overheating is a clogged oiling system, or for some other reason the mechanism of the power plant is not being properly lubricated. When the lubrication becomes defective, much of the power will be absorbed in friction, and of course where there is any friction there is sure to be heat.

If a driver is negligent enough to keep the spark retarded it will result in overheating. When the spark occurs late, the piston has passed its highest point and has compressed a portion of the next downward movement. This has given the compressed gas a chance to expand before it ignites, and the power that results is far less than it would be with a higher degree of compression. To secure power it is necessary to supply more gas to the cylinders. Still another cause of overheating can be attributed to driving in one of the lower gears too long. When a lower gear ratio is used, quite a lot of power is absorbed by the friction of the gears in the change speed gears. On the other hand, in the direct drive, or high speed, practically the only power lost is at the driving gears in the rear axle.

When a Piston Rusts

If a car has been kept in a damp place for any length of time, quite often the pistons will accumulate a certain amount of rust. Probably the best remedy is to put crude oil directly into the cylinders and allow it to remain for several hours. If it is then impossible to crank the motor, jack up one rear wheel and bend the gear in low speed force this wheel around. The additional leverage obtained should free the corroded parts very readily.

Broken Fan Belt

It sometimes happens that a fan belt will break when out on the road, and the car owner wonders if it will injure the motor to run to the next garage without a belt. It is possible to run in safety if the speed of the car is kept above twenty miles an hour. At this speed the movement of the car will usually insure sufficient air circulation to keep the temperature below the danger point.

Protect the Bearings

A car should never be run without a hub cap, or if a cap is cracked. The bearing will soon be destroyed if this is done.

That Cur of Yours

BY WILLIAM ULLMAN
Rest to heart fails with Automobile Tires and Drivers. On How to tie the Most Out of their Cars at the Least Expense.

Like Toy Balloons

Every motorist who has ever stopped beside the way to buy his youngster a toy balloon knows that it takes only a slight blow to burst it. Tires made of the same substance, take much heavier blows before they succumb but every time the motorist drives rapidly over a sharp depression in the road or over a railroad track he is administering the same type of punishment to the tire that the tap is to the balloon.

Two go Together

Open car tops naturally must be flexible. Flexibility eventually results in wear and noise unless it is checked. That is why it pays to see that the various parts of the top are always fastened tightly.

Keep the Same Size

When replacing a worn out headlight bulb, remember to see that the new one is of the same power. It was fixed at the factory with the drain on the electrical system very much on the mind.

What Makes it Slip

Disc clutches—and what clutch is not a disc type these days?—usually suffering from one of two maladies

Wooden Wheels

Sometimes a creaking noise is produced by wooden wheels, generally more noticeable when turning corners. This is caused by looseness of the spokes, due to drying out. Frequently, by merely washing the wheels in water the noise will disappear, but this is only temporary. A more permanent remedy, particularly in dry climates, is to soak the wheels in boiling linseed oil. If the spokes have shrunk to such an extent that this remedy is not effective, the only thing to do is to drive wedges between the spokes. Hardwood wedges are preferable and should be the same width as the spokes. Taper the wedges at one end only, for if tapered the full length of the wedge they will have a tendency to work themselves out of place.

After the hub flange has been removed, dip the wedges in glue and drive one between each alternative pair of spokes. If this does not tighten them sufficiently, drive wedges between the remaining spokes. Make the wedges slightly longer than necessary, then cut them off after the glue has hardened.

Wear of Tires

When the rear tires wear unevenly, the two outstanding causes are improper and uneven adjustment of the brakes, and the rear wheels being out of line. If the brakes are adjusted unevenly, one tire will wear more rapidly than the other. The result is that when the brakes are applied, one brake grips harder than the other and tends to prevent the wheel from revolving, often causing the car to skid. The other wheel, however, continues to revolve.

If the rear wheels are not perfectly aligned, this will also produce an uneven wearing of the treads, shortening the life of the tires.

How to Start a Cap Screw

As the pitch of cap screws vary considerably, it is often very difficult to start them in threaded holes. When such an experience is encountered, slot the screw about one-quarter of an inch from the end with a hack-saw in both directions. Then bend these prongs together to form a taper threaded screw that will start easily.

Use Good Judgment

When an engine is first started, a moderate speed should be maintained until the bearings, pistons and cylinders are running perfectly free. A cold motor should be warmed up slowly, as it is very detrimental to race or accelerate it until it has had a chance to warm.

The Battery

Distilled water is preferable to rain water for use in the battery, for the reason that rain water often contains dust and dirt from the roof, barrel, or cistern. And also, rain water quite often contains rust, which is injurious to the battery.

Clean Radiator, Too

It pays to clean the radiator by shooting a stream of water from the hose through the fins. If the motorist does not want to go to the trouble of placing a piece of oil cloth behind the radiator to keep the engine dry, the water can be shot through from the back of the radiator.

Alternate The Brakes

Alternating the use of hand and service brakes alternately on a steep hill saves both sets.

Makes Wheels Fade

There is a good reason beyond keeping up appearances for washing the mud from the wheels of the car. It will prevent the mud from removing the paint from the wheels. That is the almost inevitable result if the car owner puts off the washing job to long.

Grows Noisy in Time

Why do car owners forget the tire carrier when trying to locate that mysterious noise from the rear of the car. It is a strange fact that they do. In time, the supports of the carrier, subjected to constant movement, will be come worn. The noise that follows may be transmitted along the frame until it seems to be coming from some other part of the car.

FLY-TOX

THE SCIENTIFIC INSECTICIDE DEVELOPED AT MELLON INSTITUTE OF INDUSTRIAL RESEARCH BY REX RESEARCH FELLOWSHIP

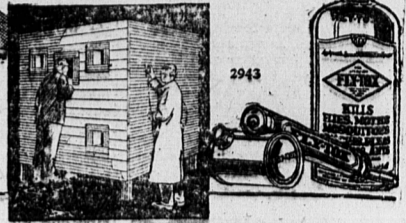


FIVE minutes ago these insects were alive with health and vigor... they were used in a FLY-TOX "Chamber of Death" test... less than a teaspoonful of FLY-TOX was used... a few minutes later they were dead. Every bottle is backed by this positive test. FLY-TOX is absolutely harmless to people. less, and has a...

New, purifying, Perfume-like fragrance

In the FLY-TOX laboratories a vast army of insects is bred to the highest state of health and vigor. These insects are released in the FLY-TOX "Chamber of Death" to prove with absolute certainty the killing qualities of FLY-TOX before it is sold to you.

Made by Canada Rex Spray Co., Ltd., Brighton, Ontario



Motoring With Mary

By MARY JANE MOORE

Every revolution of the engine sends out wisdom for the woman who drives a car, out of the "discovered."

GOOD DRIVERS

"But, he'll think now that he is a better driver than you are," I commented to Bill Stevens with whom I was riding as he pulled over to let a fresh youngster in a small roadster pass. Bill had been a race driver and I sort of hero-worshipped him for it as one naturally would.

"Well, what if he does think so?" countered Bill. "For all I know, maybe he is. And, if he isn't, his thinking so will not make it a fact."

There was silence for a moment as I pondered the weight of that remark. Bill broke the silence when he said: "Funny, you should say that. You know, I've thought of this business of every driver trying to defend his laurels against other drivers many, many times. To me, it is one of the funniest, silliest things in the world. In the first place, the laurels of most drivers are entirely self-conferred. No one else knows anything about them and always cares less."

"Why should I, or you, or anyone else go around trying to show other motorists just how good we are?" "Well, why not?" I countered. "I looked like an interesting subject and I regarded Bill as fairly well qualified to exhaust it."

"I'm no psychologist," Bill resumed.

"but I don't think the other driver ever would notice how good you were. Now, if you were a rotten driver, he'd notice that quickly enough. Not otherwise. How many times in your life, as you have driven along, have you ever said 'there's a good driver? Never, I'll bet.'"

"You bet only on certainties," I observed. "But, I'll bet you've said many times at least mentally, 'there's a rotten driver.'"

"You st Mcloctnaoioatpetaoinsh. You still can't get a bet," I pleaded gully.

"Besides," said Bill, "did you ever see a definition of a good driver?" He paused for a moment to give me a chance to do some recalling.

"No," I remarked. "I never did."

"Neither have I," said Bill. "I have tried to define one myself, limiting the length of the definition to 50 words. I have asked others to do it. motor vehicle officials, traffic authorities, engineers, lay motorists, and everyone else. They can't do it. One goes so far and then finds oneself up against a stone wall."

"Sgrave, the race driver for instance, declares that no one is a good driver until he can go all the way through his gears, up and down, without touching the clutch. But the clutch is on the car. Why not use it? If that makes a good driver, then there can't be so many in the world—not that they'd lack the skill to go through the gears this way, but rather the nerve."

"But, do you know a good driver when you see one?" I asked.

"No," said Bill, "not when I see one. It's just the reverse, when I see one—or become conscious of him through

some mistake of his—I know he's a bad driver. It is when I am in traffic without seeing any specific driver or drivers (by seeing I mean being conscious) that I know I am among a bunch of individuals who know how to handle an automobile.

"So, you see, one never sees a good driver. Why waste your time, then, going around trying to attract attention to your driving ability?"

"Bill goes down in my book as a very wise man!"

BYRNE'S ROAD SCHOOL

Honor Roll for July:
Grade IX (Sr.)—1, Margaret J. Clarkin.

Grade IX (Jr.)—1, Genevieve C. McCullough.

Grade VIII (Sr.)—1, Marguerite E. Kenny.

Grade VIII (Jr.)—Louise H. Coffin, Mary G. Clarkin.

Grade VI—1, Gladys Fisher, Alva Clarkin; 2, Helen Hilda Kenny, Harold Clarkin; 3, James A. Clarkin, James J. O'Brien.

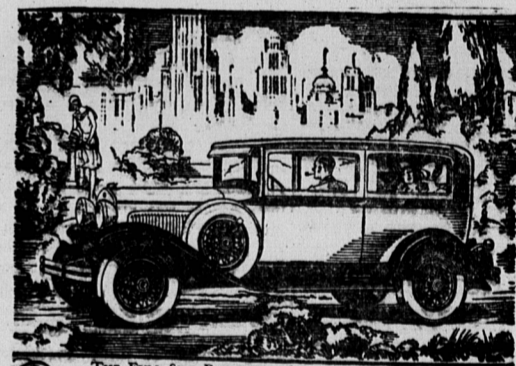
Grade III—1, Cecilia M. Kenny, Cecilia Clarkin; 2, Alice M. Casey, Marie C. Kenny; 3, Reginald J. Kenny.

Grade II—1, Louis J. Byrne, Preston Coffin; 2, Peter A. Byrne, Walter Clarkin.

Grade 1—1, Helena Kenny, Cyril Casey; 2, Ernest J. Clarkin, Joseph Duffy.

John T. Valley, teacher. (Patriot please copy).

Toy animals being made in Europe have concealed music boxes which play tunes when squeezed.



THE FULL-SIZE PLYMOUTH 2-DOOR SEDAN, \$860 Special equipment extra

Results heretofore unheard of in a Low-Priced motor car



There never before has been a car at anywhere near the price that could be driven comfortably at top speed hour after hour.

\$820

Plymouth owners drive with such confidence. It is simply impossible to appreciate all that today's Plymouth is—and does until you sit in the driver's seat and get the actual feel of the car. We invite you to test Plymouth in your own way.

EVERY day brings additional emphasis to the self-evident fact that the improved Plymouth is today's great example of progress in the field of low-priced motor cars.

There never before has been a low-priced car of Plymouth's full-size roominess, restful comfort and attractive appearance.

There never before has been a low-priced car of such strength and stability of construction.

There never before has been a car in the low-priced field so smooth and flexible. Plymouth, bear in mind, is the only low-priced car with the advanced scientific advantages of Chrysler engineering. That, in and of itself, explains the thrilling superiority of Plymouth performance in every respect.

Plymouth is the only low-priced motor car with Chrysler weatherproof 4-wheel hydraulic brakes. That is the reason why

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